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DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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Tuesday, March 24, 2026
3:00 PM
State Capitol, 229

HB2033, HD2
RELATING TO TRANSPORTATION

Senate Committees on Transportation and
Energy & Intergovernmental Affairs and Education

The Department of Transportation (DOT) is in strong support of H.B. 2033, H.D. 2. This comprehensive bill addresses several critical areas of transportation safety and enforcement, aligning with the DOT's mission to ensure safe and efficient transportation systems across Hawaii.

Part I clarifies that upon legal registration, motor vehicles must be equipped with a front number plate mounting bracket or device and requires sellers, licensed dealers, and owners to securely fasten number plates. These changes improve vehicle identification and support the effective operation of automated enforcement systems.

Part II strengthens penalties related to racing, street takeovers, and excessive speeding. H.D. 2 increases fines, establishes enhanced license suspension periods for repeat offenses, authorizes vehicle forfeiture in certain cases, and increases the allowable trauma system surcharge. These amendments provide a stronger deterrence against dangerous driving behaviors that pose significant risks to the public.

Part III expands the Automated Speed Enforcement Systems Program to allow implementation at high-risk locations on state or county highways as determined by the DOT based on data and safety studies. H.D. 2 further clarifies that while the DOT may consult with the Judiciary, implementation authority rests with the DOT. The measure also appropriates funds to support expanded implementation.

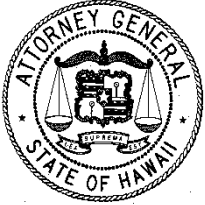
Part IV authorizes counties to use automatic license plate recognition systems to identify vehicles without current inspection or registration and issue citations, while establishing clear data privacy protections, strict access controls, and a ninety-day data retention limit. Counties may coordinate with DOT to utilize existing red light or speed camera systems under a written memorandum of agreement with defined roles, responsibilities, and cost allocation.

Part V authorizes the installation of cameras on school bus stop arms to document violations for passing or overtaking a stopped school bus and updates penalty provisions. H.D. 2 includes important safeguards to ensure student privacy and requires review of recorded images by authorized law enforcement or DOT personnel. The measure also appropriates funds to support implementation.

Part VI and Part VII clarify that the DOT's Motor Vehicle Safety Office shall administer both the Photo Red Light Imaging Detector Systems Program Special Fund and the Automated Speed Enforcement Systems Program Special Fund and align penalty and deposit provisions to ensure funds are expended in the county where the violation occurred for enforcement, oversight, and maintenance purposes.

Collectively, H.D.2 provides a comprehensive and balanced approach to improving roadway safety, strengthening enforcement tools, protecting privacy, and ensuring proper administration of automated safety programs.

Thank you for the opportunity to testify in strong support of this bill.



**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2026**

ON THE FOLLOWING MEASURE:

H.B. NO. 2033, H.D. 2, RELATING TO TRANSPORTATION.

BEFORE THE:

SENATE COMMITTEES ON TRANSPORTATION AND ON ENERGY AND
INTERGOVERNMENTAL AFFAIRS AND ON EDUCATION

DATE: Tuesday, March 24, 2026

TIME: 3:00 p.m.

LOCATION: State Capitol, Room 229

TESTIFIER(S): Anne E. Lopez, Attorney General, or
Marjorie A. Lau, Deputy Attorney General

Chairs Inouye, Wakai, and Kim and Members of the Committees:

The Department of the Attorney General (Department) provides the following comments.

This bill seeks to do the following: in part I, to require sellers and licensed dealers to ensure that a motor vehicle is equipped with a front number plate mounting bracket or device and to require a seller, licensed dealer, or owner to securely fasten number plates on vehicles; in part II, to amend chapter 291C, Hawaii Revised Statutes (HRS), the Statewide Traffic Code, relating to street racing; in part III, to expand the automated speed enforcement systems program to high-risk locations of state or county highways as determined by the Department of Transportation (DOT) under certain conditions; in part IV, to allow a county to use automatic license plate recognition systems to identify vehicles without current inspection or registration certificates for issuance of citations with fines; in part V, to authorize the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation of passing or overtaking a school bus while the bus is stopped and its visual signals are actuated; in part VI, to specify that the DOT's Motor Vehicle Safety Office shall administer the photo red light imaging detector systems program special fund and the automated speed enforcement systems program special fund; and in part VII, to clarify wording relating to

the photo red light imaging detector systems program and the automated speed enforcement systems program penalty provisions.

The Department notes that the proposed amendments to section 291C-103(b), HRS, on page 3, lines 4-10, of the fines and penalties for violation of the section essentially lowers the offense of racing, which was originally classified as a misdemeanor offense, to a violation punishable by fine only with no jail time. Additionally, with regard to the proposed amendment to section 291C-103(d)'s definition of "exhibition of speed or acceleration" on page 4, line 18, to page 5, line 2, it is unknown what the terms "burnouts", "donuts", "drifting", and "wheelies" on page 5, line 1, mean, so those terms should be defined to assist enforcement.

Next, the Department recommends replacing parts IV and V of the bill with suggested parts IV and V as provided in Attachment I, regarding the automatic license plate recognition system in part IV and the school bus infraction detection system in part V, as further described below.

Automatic License Plate Recognition Systems Program

For part IV, the Department recommends that a new chapter for an automatic license plate recognition systems program be established under section 6. Attachment I's section 6 can replace the bill's current section 6 with the intent being that the new chapter, titled "Automatic License Plate Recognition Systems Program," include applicable provisions from the bill's current section 6 and new additional provisions. Because the bill's current section 6 provides for use of technology systems similar to the camera systems established under chapter 291J, HRS, and chapter 291L, HRS (which use photo red light imaging detector systems and automated speed enforcement systems, respectively), to identify vehicles without current inspection or registration certificates, the Department recommends that appropriate provisions from chapters 291J and 291L be added to this bill to support proper implementation and enforcement of this new automatic license plate recognition systems program. The recommended provisions include a process for summons or citations to be issued for an offense based upon a photo or other image taken by an automatic license plate recognition system

and other supporting provisions. A new chapter similar to chapters 291J and 291L would be appropriate.

School Bus Infraction Detection System

For part V, Attachment I's replacement part V includes a new section 7 to establish a new chapter, titled "School Bus Infraction Detection System," for enforcement of violations of overtaking and passing a school bus detected by a camera on the stop arm of a school bus (with the bill's current sections 7, 8, and 9, being renumbered to sections 8, 9, and 10; subsequent sections of the bill would then need to be renumbered) and additional amendments to the bill's current sections 7 and 8 as described in part below. For reasons similar to those given for adding provisions to section 6 above, the Department recommends that new section 7 include a process specifically for a summons or citation to be issued for an offense based upon a photo or other image taken by a camera on the stop arm of a school bus vehicle and other supporting provisions. A new chapter similar to chapters 291J and 291L would be appropriate.

Additionally, as noted above, Attachment I's new part V also includes revisions to current sections 7 and 8. The Department recommends omitting the bill's proposed new wording in section 7 (being a new subsection (h) on page 12, lines 1-14) based upon the Department's view that such wording is unnecessary and may lead to unintended confusion, as nothing in chapter 291C prohibits the use of cameras on a school bus. The Department also recommends omitting the fines and penalties proposed in the bill's proposed section 291C-95(i) because the proposed new chapter addresses those items.

In conclusion, to resolve the issues noted above, we recommend replacing parts IV and V (sections 6 through 9) of the bill with the suggested new parts and sections in Attachment I. To clarify the cross references in the new sections, we have also suggested a new section to be added in part VIII, immediately preceding the Ramseyer instructions section.

Thank you for the opportunity to testify.

1 PART IV

2 SECTION 6. The Hawaii Revised Statutes is amended by
3 adding a new chapter to be appropriately designated and to read
4 as follows:

5 "CHAPTER A

6 **AUTOMATIC LICENSE PLATE RECOGNITION SYSTEMS PROGRAM**

7 **§A-1 Definitions.** As used in this chapter, unless the
8 context otherwise requires:

9 "Automatic license plate recognition system" means a
10 technology system that scans the rear license plates of motor
11 vehicles, and compares the plate information against the
12 applicable motor vehicle databases to determine whether the
13 vehicle properly displays a current certificate of inspection
14 and certificate of registration, and facilitates the issuance of
15 citations or notifications to the registered owner when a motor
16 vehicle is not in compliance.

17 "County" means the counties of Hawaii, Kauai, and Maui, and
18 the city and county of Honolulu.

19 "County highway" has the same meaning as used in section
20 264-1.

21 "Department" means the department of transportation.

22 "Motor vehicle" has the same meaning as defined in section
23 291C-1.

1 "Owner" or "registered owner" has the same meaning as used
2 in section 286-2.

3 "State" means the State of Hawaii.

4 "State highway" has the same meaning as used in section
5 264-1.

6 **§A-2 Automatic license plate recognition program.** The
7 State or any county may use automatic license plate recognition
8 systems to identify motor vehicles that do not properly display
9 a current certificate of inspection or certificate of
10 registration. The automatic license plate recognition program
11 shall be limited to only those locations where a photo red light
12 imaging detector system has been implemented pursuant to chapter
13 291J. Nothing in this chapter shall be deemed to supersede or
14 override any provision of chapter 291D.

15 **§A-3 State powers and duties.** (a) The State or any
16 county may establish and implement, in accordance with this
17 chapter, an automatic license plate recognition system imposing
18 monetary liability on the registered owner of a motor vehicle
19 for failure to comply with certificate of registration and
20 certificate of inspection laws. The State or any county may
21 provide for the:

- 1 (1) Procurement, location, and oversight of an automatic
2 license plate recognition system; and
- 3 (2) Installation, operation, maintenance, and repair of
4 the automatic license plate recognition system through
5 a third party contractor.

6 Where the automatic license plate recognition system
7 affects state property, the department shall cooperate with and
8 assist the county as needed to install, maintain, and repair the
9 automatic license plate recognition system established pursuant
10 to this chapter.

11 (b) If the State or a county establishes an automatic
12 license plate recognition system under this chapter, the
13 compensation paid by the State or county to a manufacturer or
14 vendor of the equipment used shall be based upon the value of
15 the equipment and services provided or rendered in support of
16 the automatic license plate recognition system, and shall not be
17 based upon a portion of the fine or civil penalty imposed or the
18 revenue generated by the equipment.

19 (c) At least sixty days prior to the automatic license
20 plate recognition system becoming operational, the department,
21 in conjunction with any county that implements an automatic
22 license plate recognition systems program pursuant to this

1 chapter, shall conduct a comprehensive informational and
2 educational campaign to inform motorists and the general public
3 about the program.

4 (d) During the first thirty days of operation of an
5 individual automatic license plate recognition system at a
6 particular location, a warning shall be issued for any violation
7 of section 286-25 or 286-47, and mailed to the registered owner
8 of the motor vehicle at the address on record at the vehicle
9 licensing division, in lieu of a summons or citation pursuant to
10 section A-5.

11 (e) For the purpose of this section, "location" means the
12 place, intersection, or roadway where an automatic license plate
13 recognition system is installed and operated.

14 **§A-4 Automatic license plate recognition system**

15 **requirements.** (a) Automatic license plate recognition
16 equipment may be operated from a fixed pole, post, or other
17 fixed structure on a state or county highway.

18 (b) Signs and other official traffic-control devices
19 indicating that certificate of registration and certificate of
20 inspections are enforced by a automatic license plate
21 recognition system shall be posted on major routes entering the

1 area in question to provide, as far as practicable, notice to
2 drivers of the existence and operation of the system.

3 (c) Proof of a violation of sections 286-25 and 286-47 may
4 be evidenced by information obtained from the automatic license
5 plate recognition system authorized pursuant to this chapter. A
6 certificate, sworn to or affirmed by the reviewing police
7 department or a facsimile thereof, based upon inspection of
8 photographs, microphotographs, video, or other recorded images
9 produced by the system, shall be prima facie evidence of the
10 facts contained therein. Any photograph, microphotograph,
11 video, or other recorded image, produced by the system, that
12 contains a clear and unobstructed image of a motor vehicle
13 license plate shall be prima facie evidence that the motor
14 vehicle to which the license plate is attached is the motor
15 vehicle for which the license plate was issued. Any
16 photographs, microphotographs, video, or other recorded images
17 evidencing a violation shall be available for inspection in any
18 proceeding to adjudicate the liability for that violation.

19 (d) The conditions specified in this section shall not
20 apply when the information gathered is used for highway safety
21 research or to issue warning citations not involving a fine or
22 court appearance.

1 **§A-5 Summons or citation.** (a) Notwithstanding any law to
2 the contrary and except as otherwise provided in this chapter,
3 beginning January 1, 2027, whenever any motor vehicle is
4 determined, by means of an automatic license plate recognition
5 system, to have violated section 286-25 or section 286-47, the
6 county's third-party contractor or the department's third-party
7 contractor shall cause a summons or citation, as described in
8 this section, to be sent by first-class mail to the registered
9 owner of the motor vehicle. The summons or citation shall be
10 mailed to the registered owner's address on record at the
11 vehicle licensing division and submitted to the post office
12 within ten calendar days after the date of the incident. The
13 State, the county, or the county's or the State's third-party
14 contractor shall implement a process to record the date on which
15 the summons or citation was submitted to the post office, and
16 the record shall be prima facie evidence of the date the summons
17 or citation was submitted to the post office. If the end of the
18 ten-calendar-day period falls on a Saturday, Sunday, or holiday,
19 then the ending period shall run until the end of the next day
20 that is not a Saturday, Sunday, or holiday. The registered
21 owner shall be determined by the identification of the motor
22 vehicle license plate.

1 (b) The form and content of the summons or citation shall
2 be adopted or prescribed by the administrative judge of the
3 district courts and printed on a form commensurate with the form
4 of other summonses or citations used in modern methods of arrest
5 that are designed to include all necessary information to make
6 the summons or citation valid within the laws of the State;
7 provided that any summons or citation issued pursuant to the
8 automatic license plate recognition program shall contain a
9 clear and unobstructed photographic, digital, or other visual
10 image of the motor vehicle license plate, that shall be used as
11 evidence of the violation.

12 (c) Every summons or citation shall be consecutively
13 numbered and each copy thereof shall bear the number of its
14 respective original.

15 (d) Before mailing the summons or citation for a traffic
16 infraction pursuant to subsection (a), the applicable county
17 police department shall review and verify the clear and
18 unobstructed photographic, digital, or other visual image of the
19 license plate of the motor vehicle required under this section.

20 (e) Upon receipt of the summons or citation, the
21 registered owner shall respond as provided for in section 291D-
22 6. A record of the mailing of the summons or citation prepared

1 in the ordinary course of business shall be prima facie evidence
2 of notification.

3 (f) Procedures regarding answering a notice, court
4 actions, and court hearings shall be pursuant to sections 291D-
5 6, 291D-7, 291D-8, and 291D-13; provided that it shall not be a
6 defense to any citation issued pursuant to this chapter that
7 another person was driving the defendant's motor vehicle at the
8 time of incident, unless the motor vehicle was stolen as
9 documented by a police report; provided further that any
10 reference to the defendant's commission of the traffic
11 infraction or similar wording shall be interpreted to mean
12 commission of the traffic infraction.

13 (g) Any summons or citations issued or convictions
14 resulting from this chapter shall not be recorded on a person's
15 traffic abstract and shall not be used for insurance purposes in
16 the provision of motor vehicle insurance coverage.

17 **§A-6 Registered owner's responsibility for a summons or**
18 **citation.** In any proceeding pursuant to this chapter, the
19 information contained in the summons or citation mailed in
20 accordance with section A-5 shall be deemed prima facie evidence
21 that a violation of section 286-25 or 286-47 occurred. The

1 registered owner shall be strictly liable for a violation of
2 section 286-25 or 286-47.

3 **§A-7 Failure to comply with a summons or citation.** If the
4 registered owner of the motor vehicle fails to respond to a
5 summons or citation within thirty days from the date of the
6 mailing of the summons or citation, the district court shall
7 issue a notice of entry of judgment of default to the registered
8 owner of the motor vehicle pursuant to section 291D-7(e).

9 **§A-8 Fines for unauthorized disclosure.** All personal and
10 confidential information made available by an automatic license
11 plate recognition system to an officer, employee, or agent of
12 the State or any county, including third-party contractors,
13 shall be kept confidential and shall be used only for the
14 purposes for which the information was furnished. Any officer,
15 employee, or agent of the State or any county, including a
16 third-party contractor, who intentionally discloses or provides
17 a copy of personal and confidential information obtained from an
18 automatic license plate recognition system to any person or
19 agency without authorization shall be fined not more than \$500;
20 provided that the fine shall not preclude the application of
21 penalties or fines otherwise provided for by law.

1 **"§B-1 Definitions.** As used in this chapter, unless the
2 context otherwise requires:

3 "Department" means the department of transportation.

4 "Motor vehicle" has the same meaning as defined in section
5 291C-1.

6 "Owner" or "registered owner" has the same meaning as used
7 in section 286-2.

8 "School bus infraction detection system" means a device, or
9 combination of devices, used for traffic enforcement pursuant to
10 this chapter, that includes a vehicle sensor working in
11 conjunction and synchronization with a camera, to automatically
12 produce and record one or more sequenced photographs,
13 microphotographs, video, or other recorded images of the rear of
14 the motor vehicle and motor vehicle license plate, at the time
15 the motor vehicle fails to stop behind a school bus with visual
16 signals activated as required by section 291C-95.

17 "State" means the State of Hawaii.

18 "State highway" has the same meaning as used in section
19 264-1.

20 **§B-2 School bus infraction detection system requirements.**

21 (a) Proof of a violation of section 291C-95(i) shall be as
22 evidenced by information obtained from a school bus infraction

1 detection system authorized pursuant to this chapter. A
2 certificate, sworn to or affirmed by the reviewing police
3 department, or a facsimile thereof, based upon inspection of
4 photographs, microphotographs, video, or other recorded images
5 produced by the camera, shall be prima facie evidence of the
6 facts contained therein. Any photograph, microphotograph,
7 video, or other recorded image, produced by the camera, that
8 contains a clear and unobstructed image of a motor vehicle
9 license plate shall be prima facie evidence that the motor
10 vehicle to which the license plate is attached is the motor
11 vehicle for which the license plate was issued. Any
12 photographs, microphotographs, video, or other recorded images
13 evidencing a violation shall be available for inspection in any
14 proceeding to adjudicate the liability for that violation.

15 (b) It shall be a defense to any prosecution for a
16 violation of section 291C-95(i) as evidenced by information
17 contained from a camera on a stop arm of a school bus authorized
18 pursuant to this chapter that the camera was malfunctioning at
19 the time of the alleged violation.

20 **§B-3 Facial recognition software; prohibited.** (a) No
21 camera authorized under this chapter shall use or be equipped

1 with facial recognition software or biometric identification
2 technology.

3 (b) This section shall not apply to:

4 (1) Automated license plate reader systems; or

5 (2) Any non-biometric technology used to verify vehicle
6 identity, registration status, or to generate
7 photographic evidence of a traffic violation.

8 (c) For the purposes of this section:

9 "Biometric identification" includes but is not limited to
10 recognition of facial features, iris scans, retinal scans,
11 fingerprints, or voice patterns.

12 "Facial recognition software" means technology that
13 analyzes facial features to identify or verify the identity of
14 an individual.

15 **SB-4 Summons or citations.** (a) Notwithstanding any law
16 to the contrary, beginning _____, whenever any motor vehicle
17 is determined, by means of a school bus infraction detection
18 system, to have overtaken or passed a school bus in violation of
19 section 291C-95(i), the State, the applicable county, or the
20 State's or the applicable county's third-party contractor shall
21 cause a summons or citation, as described in this section, to be
22 sent by first class mail to the registered owner of the motor

1 vehicle. The summons or citation shall be mailed to the
2 registered owner's address on record at the vehicle licensing
3 division and submitted to the post office within ten calendar
4 days after the date of the incident. The State, the applicable
5 county, or the State's or applicable county's third party
6 contractor shall implement a process to record the date on which
7 the summons or citation was submitted to the post office, and
8 the record shall be prima facie evidence of the date the summons
9 or citation was submitted to the post office. If the end of the
10 ten calendar day period falls on a Saturday, Sunday, or holiday,
11 then the ending period shall run until the end of the next day
12 that is not a Saturday, Sunday, or holiday

13 (b) The form and content of the summons or citation shall
14 be as adopted or prescribed by the administrative judge of the
15 district courts and shall be printed on a form commensurate with
16 the form of other summonses or citations used in modern methods
17 of arrest, so designed to include all necessary information to
18 make the summons or citation valid within the laws of the State;
19 provided that any summons or citation issued pursuant to
20 violation detected by a camera on the stop arm of a school bus
21 shall contain a clear and unobstructed image of the motor

1 vehicle license plate, which shall be used as evidence of the
2 violation.

3 (c) Every summons or citation shall be consecutively
4 numbered and each copy thereof shall bear the number of its
5 respective original.

6 (d) Prior to the mailing of the summons or citation for a
7 traffic infraction pursuant to subsection (a), the applicable
8 county police department shall review and verify the clear and
9 unobstructed image of the license plate of the motor vehicle
10 required under section B-4(b).

11 (e) Upon receipt of the summons or citation the registered
12 owner shall answer as provided for in section 291D-6. A record
13 of the mailing of the summons or citations prepared in the
14 ordinary course of business is prima facie evidence of
15 notification. The registered owner shall be determined by the
16 identification of the motor vehicle license plate.

17 (f) Procedures regarding answering, court hearings, and
18 court actions shall be pursuant to sections 291D-6, 291D-7,
19 291D-8, and 291D-13; provided that it shall not be a defense of
20 any citation issued under this section that another person was
21 driving the defendant's motor vehicle at the time of incident,
22 unless the motor vehicle was stolen as documented by a police

1 report; provided further that any reference to the defendant's
2 commission of the traffic infraction or similar wording shall be
3 interpreted to mean commission of the traffic infraction.

4 **§B-5 Registered owner's responsibility for a summons or**
5 **citation.** In any proceeding for a violation of this chapter,
6 the information contained in the summons or citation, mailed in
7 accordance with section B-4, shall be deemed prima facie
8 evidence that a violation of section 291C-95(i) occurred. The
9 registered owner shall be strictly liable for a violation of
10 section 291C-95(i).

11 **§B-6 Failure to comply with summons or citation.** If the
12 registered owner of the motor vehicle fails to respond to a
13 summons or citation within thirty days from the date of the
14 mailing of the summons or citation, the district court shall
15 issue a notice of entry of judgment of default to the registered
16 owner of the motor vehicle pursuant to section 291D-7(e).

17 **§B-7 Liability for rental or U-drive motor vehicle.**
18 Notwithstanding any law to the contrary, any registered owner of
19 record who is the lessor of a rental or U-drive motor vehicle,
20 including those defined in section 286-2, shall be liable for
21 any summons or citation issued pursuant to this section. The

1 registered owner shall not be precluded from pursuing
2 reimbursement from any applicable renter or lessee.

3 **SB-8 Penalty.** (a) The penalties for all consequences of
4 a violation for overtaking and passing school bus by the use of
5 a school bus infraction detection system shall be as provided in
6 section 291C-161.

7 (b) Any summons or citations issued or convictions
8 resulting from this chapter shall not be recorded on a person's
9 traffic abstract and shall not be used for insurance purposes in
10 the provision of motor vehicle insurance coverage.

11 **SB-9 Fines for unauthorized disclosure.** All personal and
12 confidential information made available by a camera on a stop
13 arm of a school bus to an officer, employee, or agent of the
14 State or any county, including third-party contractors, shall be
15 kept confidential and shall be used only for the purposes for
16 which the information was furnished. Any officer, employee, or
17 agent of the State or any county, including a third-party
18 contractor, who intentionally discloses or provides a copy of
19 personal and confidential information obtained from a school bus
20 infraction detection system to any person or agency without
21 authorization shall be fined not more than \$500; provided that

1 the fine shall not preclude the application of penalties or
2 fines otherwise provided by law.

3 **SB-10 Rules.** The department shall adopt rules pursuant to
4 chapter 91, as may be necessary to implement this chapter."

5 SECTION 8. Section 291C-95, Hawaii Revised Statutes, is
6 amended to read as follows:

7 "**§291C-95 Overtaking and passing school bus.** (a)

8 Whenever a school bus is stopped on a highway or road in a
9 residential area with its visual signals actuated as described
10 in subsection (g), the driver of any motor vehicle on the same
11 highway or road in a residential area in the lane occupied by
12 the school bus and all lanes adjacent to the lane occupied by
13 the school bus, regardless of the direction of traffic in those
14 lanes, shall stop the driver's vehicle [~~not~~] no less than twenty
15 feet from the school bus and shall not proceed until the school
16 bus resumes motion and the visual signals are turned off.

17 (b) Subsection (a) shall not apply to a vehicle when the
18 school bus and the vehicle are on different roadways; [~~except~~]
19 provided that where a highway or road in a residential area has
20 been divided into two or more lanes by an intervening space, a
21 physical barrier, or a clearly indicated dividing section,
22 subsection (a) shall apply to all drivers of motor vehicles in

1 all lanes on the same side as a school bus [~~which~~] that is
2 stopped with visual signals actuated as required under
3 subsection (c).

4 (c) The driver of the school bus shall actuate the visual
5 signals described in subsection (g) only when the school bus is
6 stopped for the purpose of receiving or discharging school
7 children.

8 (d) The front and rear of every school bus shall be marked
9 with the words "SCHOOL BUS" in plainly visible letters [~~not~~] no
10 less than eight inches in height and strokes [~~not~~] no less than
11 three-fourths of an inch in width.

12 (e) No vehicle, other than a school bus, shall display a
13 "SCHOOL BUS" sign.

14 (f) When a school bus is being operated upon a highway for
15 purposes other than as an incident to the transportation of
16 children, all marking thereon indicating "SCHOOL BUS" shall be
17 covered or concealed.

18 (g) The visual signals actuated as required under
19 subsection (c) shall consist of four red signal lamps meeting
20 the following requirements:

21 (1) Two lamps shall face forward and two shall face the
22 rear;

1 (2) The two forward lamps shall flash alternately and
2 shall be mounted at the same level, but as high and as
3 widely spaced as practical;

4 (3) The two rear lamps shall flash alternately and shall
5 be mounted at the same level but as high and as widely
6 spaced as practical; and

7 (4) Each of the lamps shall be of sufficient intensity as
8 to be plainly visible at a distance of five hundred
9 feet in normal sunlight and shall be capable of being
10 actuated from the driver's seat by a single switch.

11 (h) Any person who violates this section shall be fined
12 not more than \$500 or sentenced to perform community service, or
13 both; provided that any person who violates subsection (a) on a
14 state highway shall be fined not more than \$1,000 or sentenced
15 to perform community service, or both.

16 (i) Whenever a school bus is actively monitored by a
17 school bus infraction detection system as provided in chapter B,
18 all registered owners of all motor vehicles on the same highway
19 or road in a residential area in the lane occupied by the school
20 bus and all lanes adjacent to the lane occupied by the school
21 bus, regardless of the direction of traffic in those lanes,
22 shall be held strictly liable for the motor vehicle's compliance

1 with subsection (a), to the extent that registered owners may be
2 cited and held accountable for non-compliance via civil traffic
3 infractions pursuant to chapter 291C. To the extent a
4 registered owner's motor vehicle fails to comply with any other
5 law or ordinance, the registered owner of a motor vehicle shall
6 not be held strictly liable unless otherwise provided by law."

7 SECTION 9. Section 302A-407, Hawaii Revised Statutes, is
8 amended by amending subsection (a) to read as follows:

9 "(a) Any school bus contract between the State and the
10 contractor shall include a provision requiring the contractor to
11 equip the contractor's vehicles with the signs and visual
12 signals described in section 291C-95(d) and (g) [~~+~~] and
13 authorizing the contractor to equip a school bus infraction
14 detection system on the contractor's vehicles for enforcement
15 pursuant to chapter B. The contract shall also include other
16 provisions as may be deemed necessary by the State for the
17 safety of school bus passengers and shall include provisions
18 requiring compliance with the rules and standards described in
19 section 286-181."

20 SECTION 10. There is appropriated out of the general
21 revenues of the State of Hawaii the sum of \$ _____ or so
22 much thereof as may be necessary for fiscal year 2026-2027 for

1 the department of education to provide funding for the
2 installation of school bus infraction detection systems.
3 The sum appropriated shall be expended by the department of
4 education for the purposes of this part.

5 PART VIII

6 SECTION . In codifying the new sections added by parts
7 IV and V and referenced in sections 6, 7, 8, and 9 of this Act,
8 the revisor of statutes shall substitute appropriate section
9 numbers for the letters used in designating the new sections in
10 this Act.



STATE OF HAWAII
DEPARTMENT OF EDUCATION
KA 'OIHANA HO'ONA'AUAO
P.O. BOX 2360
HONOLULU, HAWAII 96804

Date: 03/24/2026

Time: 03:00 PM

Location: CR 229 & Videoconference

Committee: TRS/EIG/EDU

Department: Education

Person Testifying: Keith T. Hayashi, Superintendent of Education

Title of Bill: HB2033, HD2, RELATING TO TRANSPORTATION.

Purpose of Bill: PART I: Requires sellers and licensed dealers to ensure that a motor vehicle is equipped with a front number plate mounting bracket or device. Requires a seller, licensed dealer, or owner to securely fasten number plates on vehicles. PART II: Amends the Traffic Code relating to street racing. PART III: Expands the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation, under certain conditions. Appropriates funds. PART IV: Allows counties to use automatic license plate recognition systems to identify vehicles without current inspection or registration certificates and issue citations with fines waivable if compliance is demonstrated. Establishes data privacy and retention requirements. Allows counties, in coordination with the Department of Transportation, to use red light and speed camera systems for enforcement. PART V: Authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. Amends the fines for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. Appropriates funds. PART VI: Specifies that the Department of Transportation's Motor Vehicle Safety Office shall administer the Photo Red Light Imaging Detector Systems Program Special Fund and Automated Speed Enforcement Systems Program Special Fund. PART VII: Clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions. Effective 7/1/3000. (HD2)

Department's Position:

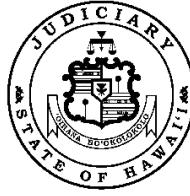
The Hawaii State Department of Education (Department) supports HB 2033, HD 2, authorizing the installation and implementation of stop arm cameras on school buses.

Although the current contracts require stop arm camera installation on all school bus vehicles, this measure authorizes and formalizes penalties for stop arm violations in the state by law enforcement.

Section 7 of the bill amends HRS § 291C-95 to authorize a county police officer, a Department of Law Enforcement officer, or an authorized Department of Transportation employee to review photographs, microphotographs, video, or other recorded images produced by a camera for the limited purpose of establishing proof of a violation of this section. Read in context, this authorization appears confined to adjudicating the traffic violation itself and does not expand the permissible use or disclosure of such images for unrelated law-enforcement or investigatory purposes. To the extent any recorded images capture students or are maintained by or on behalf of a school or the Department of Education, their collection, use, retention, and disclosure would remain subject to existing privacy protections, including the Family Educational Rights and Privacy Act (20 U.S.C. § 1232g; 34 C.F.R. Part 99), as well as applicable state privacy and due-process requirements.

By clarifying driver responsibilities with regard to stop arms on school buses, HB 2033, HD 2 provides essential updates to Hawaii's traffic laws.

Thank you for the opportunity to provide support for HB 2033, HD 2.



The Judiciary, State of Hawai‘i
Ka ‘Oihana Ho‘okolokolo, Moku‘āina ‘o Hawai‘i

Testimony to the Thirty-Third Legislature, 2026 Regular Session

Senate Committee on Transportation
Senator Lorraine R. Inouye, Chair
Senator Stanley Chang, Vice Chair

Senate Committee on Energy and Intergovernmental Affairs
Senator Glenn Wakai, Chair
Senator Brandon J.C. Elefante, Vice Chair

Senate Committee on Education
Senator Donna Mercado Kim, Chair
Senator Michelle N. Kidani, Vice Chair

Tuesday, March 24, 2026 at 3:00 p.m.
State Capitol, Conference Room 229

By

Michelle D. Acosta
Deputy Chief Court Administrator
District Court of the First Circuit

Bill No. and Title: House Bill No. 2033, H.D. 2, Relating to Transportation

Purpose: PART I: Requires sellers and licensed dealers to ensure that a motor vehicle is equipped with a front number plate mounting bracket or device. Requires a seller, licensed dealer, or owner to securely fasten number plates on vehicles. PART II: Amends the Traffic Code relating to street racing. PART III: Expands the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation, under certain conditions. Appropriates funds. PART IV: Allows counties to use automatic license plate recognition systems to identify vehicles without current inspection or registration certificates and issue citations with fines waivable if compliance is demonstrated. Establishes data privacy and retention requirements. Allows counties, in coordination with the Department of Transportation, to use red light and speed camera systems for enforcement. PART V: Authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is



House Bill No. 2033, H.D. 2, Relating to Transportation
Senate Committee on Transportation
Senate Committee on Energy and Intergovernmental Affairs
Senate Committee on Education
March 24, 2026
Page 2

stopped and its visual signals are turned on. Amends the fines for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. Appropriates funds. PART VI: Specifies that the Department of Transportation's Motor Vehicle Safety Office shall administer the Photo Red Light Imaging Detector Systems Program Special Fund and Automated Speed Enforcement Systems Program Special Fund. PART VII: Clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions. Effective 7/1/3000. (HD2)

Judiciary's Position:

The Judiciary takes no position on the merits of this measure and is providing the following comments regarding Part III of the measure for consideration.

The Judiciary acknowledges the significant work invested in this bill and appreciates the continued requirement that the Department of Transportation consult with and advise affected district courts before implementation. This collaborative approach proved effective during the recent rollout of the Department's automated speed enforcement program on O'ahu, enabling the Judiciary to make necessary system adjustments to process additional citations and ensure timely, fair adjudication. Ongoing interagency consultation will remain essential to preserving the integrity and efficiency of court operations.

Thank you for the opportunity to testify on this matter.

DEPARTMENT OF CUSTOMER SERVICES
KA 'OIHANA LAWELAWE KUPA
CITY AND COUNTY OF HONOLULU

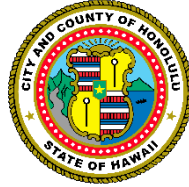
ADMINISTRATION

925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
PHONE: (808) 768-3392 • FAX: (808) 768-3750 • WEBSITE: honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA

KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



March 23, 2026

The Honorable Lorraine R. Inouye, Chair
The Honorable Brandon J.C. Elefante, Vice Chair
and Members of the Senate Committee on Transportation

The Honorable Glenn Wakai, Chair
The Honorable Stanley Chang, Vice Chair
and Members of the Senate Committee on Energy and Intergovernmental Affairs

The Honorable Donna Mercado Kim, Chair
The Honorable Michelle N. Kidani, Vice Chair
and Members of the Senate Committee on Education

State Capitol, Conference Room 229
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Inouye, Chair Wakai, Chair Kim, Vice Chair Elefante, Vice Chair Chang, Vice Chair Kidani, Members of the Senate Committee on Transportation, Members of the Senate Committee on Energy and Intergovernmental Affairs, and Members of the Senate Committee on Education:

SUBJECT: H.B. No. 2033, H.D. 2 - Relating To Transportation
HEARING: Tuesday, March 24, 2026, 3:00 p.m.

The City and County of Honolulu, Department of Customer Services (CSD) **supports** H.B. No. 2033, H.D. 2, specifically **Part I**, which clarifies the responsibility of sellers and licensed dealers to ensure that motor vehicles are equipped with a properly affixed front license plate mounting bracket or device prior to sale or delivery. Pursuant to Section 6-402 of the Revised Charter of the City and County of Honolulu, CSD Division of Motor Vehicles (DMV) administers the motor vehicle registration program for the island of O'ahu.

This clarification addresses a recurring operational issue faced by county motor vehicle registration offices. Increasingly, vehicles are presented for registration without a front mounting bracket, requiring customers to return to dealers or obtain aftermarket solutions before registration can be completed. This results in customer inconvenience, additional trips to DMV offices, and avoidable processing delays.

By placing clear responsibility on sellers and licensed dealers at the point of sale, the bill promotes compliance earlier in the vehicle lifecycle, improves customer experience, and supports more efficient registration transactions. It also reinforces existing statutory requirements that license plates be securely affixed and properly displayed, which assists law enforcement and inspection personnel.

CSD does not anticipate significant administrative or fiscal impacts from this provision. Rather, the clarification is expected to reduce corrective actions at DMV counters and streamline registration workflows.

For these reasons, CSD **supports** H.B. No. 2033, H.D. 2 and appreciates the Legislature's consideration of this measure to improve clarity, compliance, and efficiency in motor vehicle registration processes.

Thank you for this opportunity to provide testimony in support of H.B. No. 2033, H.D. 2.

Sincerely,

for Kimberly M. Hashiro
Director



March 20, 2026

The Honorable Lorraine R. Inouye, Chair, Senate Committee on Transportation
The Honorable Glenn Wakai, Chair, Senate Committee on Energy and Intergovernmental Affairs
The Honorable Donna Mercado Kim, Chair, Senate Committee on Education
Hawaii State Legislature
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Inouye, Chair Wakai and Chair Kim:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports Section 3 of House Bill (HB) 2033, to expand the ability to use automated speed enforcement (ASE) at all high-risk locations of a state or county roadway as determined by the Hawaii Department of Transportation. We also support Section 7 of HB 2033, to authorize installation of cameras on school bus stop arms. We urge you to take swift action to enact these safety upgrades.

In 2024, there were an overall estimated 102¹ fatalities on Hawaii roads according to the National Highway Traffic Safety Administration (NHTSA) which is a 10 percent increase since 2015.² Additionally, 58 percent (54 people killed) of Hawaii traffic deaths in 2023 involved speeding which is the highest proportion of any state and double the national average of 29 percent.³ Moreover, traffic fatalities involving speeding increased 50 percent in the state from 2014 to 2023.⁴

In addition to the physical and emotional impact, these crashes impose a tremendous financial burden. Traffic crashes cause \$580 million of economic damage to Hawaii annually which is equivalent to a “crash tax” of \$410 per resident, according to a 2019 analysis.⁵ When updated for inflation alone, in 2026, costs would equate to \$749 million to the state.⁶

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver’s risk of injury or death.⁷ Speed increases also immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.⁸ VRUs are particularly at risk in Hawaii as 32 percent of those killed in traffic crashes in 2023 were a pedestrian, bicyclist or other cyclist compared to the national average of 21 percent.⁹ Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.¹⁰

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.¹¹ A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.¹² Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.¹³ A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.¹⁴ Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for automated enforcement programs in school and work zones.

Law enforcement risk their lives when performing their duties every day. Yet, it is implausible for law enforcement officers to be everywhere and catch every violation. ASE augments traditional enforcement without requiring a traffic stop and will improve safety.

Additionally, drivers illegally passing a stopped school bus is a known hazard. Nationally, an estimated 39 million illegal school bus passings occur each year, putting children in danger during the most vulnerable part of their trip—the moments they are boarding or exiting the bus.¹⁵ The NTSB has identified school bus stop arm cameras as an effective strategy to reduce violations and enhance student safety.¹⁶

Advocates urges you to support Sections 3 and 7 of HB 2033 to save lives.

Sincerely,



Catherine Chase, President

cc: Senate Committee on Transportation members, Senate Committee on Energy and Intergovernmental Affairs members and Senate Committee on Education members

- ¹ Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.
- ² State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- ³ State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>; Traffic Safety Facts 2023 Data: Speeding, NHTSA, Jun. 2025, DOT HS 813 721, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813721>.
- ⁴ State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- ⁵ The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- ⁶ CPI Inflation Calculator, BLS, January 2019 to January 2026 dollars, available [here](#).
- ⁷ Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
- ⁸ Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- ⁹ State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>; Traffic Safety Facts 2023 Data: Summary of Motor Vehicle Traffic Crashes, NHTSA, Oct. 2025, DOT HS 813 762, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813762>.
- ¹⁰ Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- ¹¹ Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>.
- ¹² Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- ¹³ Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- ¹⁴ Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at https://ppms.cit.cmu.edu/media/project_files/Guerra_Erick_420.pdf.
- ¹⁵ National Association of State Directors of Pupil Transportation Services, 2024, National School Bus Illegal Passing Survey. NASDPTS. Available at <https://www.nasdpts.org/stop-arm-violations>.
- ¹⁶ National Transportation Safety Board Safety Recommendation H-20-012, available at <https://data.ntsb.gov/carol-main-public/sr-details/H-20-012>.



Testimony of the Oahu Metropolitan Planning Organization

Senate Committees on Transportation, Energy and Intergovernmental Affairs, and Education

03/24/26 3:00 PM
CR 229 & Videoconference

HB2033 HD2 RELATING TO TRANSPORTATION

Dear Chairs Inouye, Wakai and Kim, Vice Chairs Elefante, Chang, and Kidani, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2033 HD2** which amends the Traffic Code relating to street racing, expands the Automated Speed Enforcement Systems Program, authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on and amends fines, specifies that the Department of Transportation's Motor Vehicle Safety Office shall administer the Photo Red Light Imaging Detector Systems Program Special Fund and Automated Speed Enforcement Systems Program Special Fund, and clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities in Hawaii increased twenty (20) percent between 2024 and 2025; most alarming, Oahu saw an increase of over sixty (60) percent in fatalities in the same period. In 2024, the State of Hawaii Department of Transportation conducted an annual behavioral study, and nearly one-quarter of respondents admitted to exceeding the speed limit by more than 20 miles per hour, and over half exceeded the speed limit by 10-20 miles per hour in the last six months.

The National Institute of Justice indicates that deterrence is strongest when sanctions impose consequences beyond financial penalties. Studies show that individuals ordered to perform community service have lower rates of reoffending than those punished only with fines, suggesting greater behavioral impact and accountability (U.S. Office of Justice Programs, NCJRS).

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.

Crystine Ito
1160 Ala Napunani Street #1505
Honolulu, HI 96818

HB2033 HD2 RELATING TO TRANSPORTATION
COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026
3:00PM Conference Room 229

COMMITTEE ON TRANSPORTATION

Senator Lorraine R. Inouye, Chair

Senator Brandon J.C. Elefante, Vice Chair

COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Senator Glenn Wakai, Chair

Senator Stanley Chang, Vice Chair

COMMITTEE ON EDUCATION

Senator Donna Mercado Kim, Chair

Senator Michelle N. Kidani, Vice Chair

Position: **Support**

My name is Crystine Ito and I submit this testimony in support of HB2033 HD2.

I believe this bill will help make our roads safer and I especially support the stricter penalties for racing.

I also believe this bill could be even more effective if it included language allowing for mobile safety inspections. In particular, I believe the amended language from SB2355 SD1, which would allow mobile safety inspections for passenger vehicles, would fit well within this measure.

Under current rules, safety inspections may only be performed at a licensed inspection site. This requirement is outdated. Today, inspection information is entered electronically through a state-licensed tablet and program, and passenger vehicles generally do not need to be lifted on a car lift or driven to be inspected.

Allowing mobile safety inspections would enable qualified companies to focus specifically on providing this service at offices, warehouses, workplaces, and other convenient locations. This would improve accessibility and help address the ongoing issue of limited inspection availability.

In addition, allowing mobile safety inspections would not negatively impact auto repair facilities. In many cases, repair shops view safety inspections as a burden on their mechanics, since mechanics can generate significantly more revenue performing repair work than conducting inspections.

For these reasons, I respectfully support HB2033 HD2 and encourage consideration of language that would allow mobile safety inspections for passenger vehicles.

Thank you for the opportunity to testify.

Nicolas Wong
3266 Kalua Pl
Honolulu, HI 96816

HB2033 HD2 RELATING TO TRANSPORTATION
COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026
3:00PM Conference Room 229

COMMITTEE ON TRANSPORTATION

Senator Lorraine R. Inouye, Chair

Senator Brandon J.C. Elefante, Vice Chair

COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Senator Glenn Wakai, Chair

Senator Stanley Chang, Vice Chair

COMMITTEE ON EDUCATION

Senator Donna Mercado Kim, Chair

Senator Michelle N. Kidani, Vice Chair

Position: **Support**

My name is Nicolas Wong and my testimony is in support of HB2033 HD2

I believe this bill does much to further make our roads and safer and I am in support of this Bill especially the stricter penalties for Racing.

I believe what would be even more helpful and inline with increasing safety and convenience for drivers would be to add language for mobile safety inspections. I believe that the amended language from SB2355SD1 limiting the safety inspection for passenger vehicles would fit this bill well.

The current rules only allow for safety inspections to be performed at a licensed site. This rule is outdated and all information is through a tablet and program licensed by the state. Furthermore vehicles are not needed to be lifted on a car lift or driven to be inspected.

By allowing mobile safety inspections companies would be allowed to focus on safety inspections and provide this service to people, their offices, warehouses, workplaces etc. and help alleviate the issue of safety inspections.

Allowing of mobile safety inspections does not negatively impact car repair facilities as most facilities view it as a burden on their mechanics. A mechanic would make far more money by fixing a vehicle instead of doing a safety inspection.

Rex Katahara
2825-C Henry Street
Honolulu, HI 96817

HB2033 HD2 RELATING TO TRANSPORTATION
COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026
3:00PM Conference Room 229

COMMITTEE ON TRANSPORTATION

Senator Lorraine R. Inouye, Chair

Senator Brandon J.C. Elefante, Vice Chair

COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Senator Glenn Wakai, Chair

Senator Stanley Chang, Vice Chair

COMMITTEE ON EDUCATION

Senator Donna Mercado Kim, Chair

Senator Michelle N. Kidani, Vice Chair

Position: **Support**

My name is Rex Katahara and my testimony is in support of HB2033 HD2

I believe this bill does much to further make our roads and safer and I am in support of this Bill especially the stricter penalties for Racing.

I believe what would be even more helpful and inline with increasing safety and convenience for drivers would be to add language for mobile safety inspections. I believe that the amended language from SB2355SD1 limiting the safety inspection for passenger vehicles would fit this bill well.

The current rules only allow for safety inspections to be performed at a licensed site. This rule is outdated and all information is through a tablet and program licensed by the state. Furthermore vehicles are not needed to be lifted on a car lift or driven to be inspected.

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Allowing of mobile safety inspections does not negatively impact car repair facilities as most facilities view it as a burden on their mechanics. A mechanic would make far more money by fixing a vehicle instead of doing a safety inspection.

Kenneth Shiu
1602 Ala Aoloa Loop
Honolulu, HI 96819

HB2033 HD2 RELATING TO TRANSPORTATION
COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026
3:00PM Conference Room 229

COMMITTEE ON TRANSPORTATION

Senator Lorraine R. Inouye, Chair

Senator Brandon J.C. Elefante, Vice Chair

COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Senator Glenn Wakai, Chair

Senator Stanley Chang, Vice Chair

COMMITTEE ON EDUCATION

Senator Donna Mercado Kim, Chair

Senator Michelle N. Kidani, Vice Chair

Position: **Support**

My name is Kenneth Shiu and my testimony is in support of HB2033 HD2

I believe this bill does much to further make our roads and safer and I am in support of this Bill especially the stricter penalties for Racing.

I believe what would be even more helpful and inline with increasing safety and convenience for drivers would be to add language for mobile safety inspections. I believe that the amended language from SB2355SD1 limiting the safety inspection for passenger vehicles would fit this bill well.

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Allowing of mobile safety inspections does not negatively impact car repair facilities as most facilities view it as a burden on their mechanics. A mechanic would make far more money by fixing a vehicle instead of doing a safety inspection.

TO: Chair Inouye, Vice Chair Elefante, and TRS Committee
Chair Wakai, Vice Chair Chang, and EIG Committee
Chair Kim, Vice Chair Kidani, and EDU Committee



FROM: Nikos Leverenz, District 15

DATE: March 24, 2026 (3:00 P.M.)

RE: COMMENTS ON HB 2033, HD 2

I am writing to express serious concerns regarding PART IV of HB 2033, HD 2, which ostensibly establishes data privacy and retention requirements for counties to use automatic license plate recognition (ALPR) systems to identify vehicles without current inspection or registration certificates.

The language in the proposed amendments to HRS Chapter 291C providing that data collected be “used only for the purposes for which the data collected” and that access to such data “shall be strictly limited to authorized personnel and be subject to strict privacy controls,” is pervasively vague. Who are “authorized personnel”? What does “strict privacy controls” mean in form and in operation? Statutory language must be more exacting so that those in the executive branch and its contractors have clear parameters that reflect the state’s abiding commitment to individual liberties against government overreach.

ALPR data has already been used by law enforcement on the continent to exact punishment on those from vulnerable populations, including women seeking needed reproductive health care services and those who are migrants. Hawai’i policymakers should also take note of the [work done by the Electronic Frontier Foundation](#) (EFF), which also notes the abuse of intrusive surveillance technologies to monitor those exercising constitutionally protected First Amendment activity.

It’s striking that there has been so little substantive discussion about the serious threats posed by this kind of mass surveillance, [with local media highlighting its benefits with little scrutiny](#). Here is an excerpt from [EFF’s Street Level Surveillance Project on ALPRs](#):

ALPR data is gathered indiscriminately, collecting information [on] ordinary people. By plotting vehicle times and locations and tracing past movements, police can use stored data to paint a very specific portrait of drivers’ lives, determining past patterns of behavior and possibly [even predicting future ones](#)—in spite of the fact that the vast majority of people whose license plate data is collected and stored have not even been accused of a crime....

ALPR is a powerful surveillance technology that can be used to invade the privacy of individuals as well as to violate the rights of entire communities.

Law enforcement agencies have abused this technology. Police officers in New York drove down a street and [electronically recorded the license plate numbers of everyone parked near a mosque](#). Police in Birmingham [targeted a Muslim community](#) while misleading the public about the project. ALPR data [EFF obtained from the Oakland Police Department](#) showed that police disproportionately deploy ALPR-mounted vehicles in low-income communities and communities of color.

Moreover, many individual officers have abused law enforcement databases, including license plate information and records held by motor vehicle departments. In 1998, a Washington, D.C. police officer “[pleaded guilty to extortion](#) after looking up the plates of vehicles near a gay bar and blackmailing the vehicle owners.” More recently, [an officer in Kechi, Kansas](#) was arrested on suspicion of accessing a Flock Safety ALPR database to stalk his estranged wife.

In contrast to the broadly permissive approach taken in this bill, the Washington legislature recently sent [SB 6002](#), the Driver Privacy Act, to Governor Ferguson’s desk. That bill provides express, specific restrictions on the use of data and where such data may not be collected; a short default window of 21 days for retention; and specific public reporting and auditing requirements. The bill also restricts the ability of vendors to skirt public oversight accountability by mandating that they provide government with technical controls and expressly preventing the selling, leasing, renting, or allowing access to non-authorized agencies.

Half a century ago, Hawai‘i was at the forefront of protecting the privacy interests of individuals against state intrusion, including a provision in its constitution expressly acknowledging a right to privacy. While there is admittedly no reasonable expectation of privacy in information that is publicly displayed on roadways, the collection of this data can compromise individual liberty interests and livelihoods. This bill will foreseeably impact households that are already struggling to make ends meet, with private vehicular transportation necessary to commute to work, bring their children to school, and provide care for their older relatives.

Finally, the expanded use of automated law enforcement could pose a threat to future county police department staffing levels. Reports indicate that law enforcement agencies in this state face ongoing recruitment challenges, partially due to inadequate compensation compared with other municipalities with very high costs of living, including housing, utilities, and transportation. County governments, which set property tax rates that are among the lowest in the nation across categories, should endeavor to better provide compensation for their workforce needs. This kind of default budget austerity helps to explain why vehicle registration fees are relatively high compared with similar sized municipalities on the continent, with roadway maintenance also relatively lacking (especially with the inclusion of excise taxes collected on gasoline).

Mahalo for the opportunity to provide testimony.